STATEMENT, exhibiting in detail, the operations and various actual expenses of working the "MAIN STEM" of the Baltimore and Ohio Rail Road, during the year ending September 30, 1843—and the amount of receipts for Transportation of Passengers, Tonnage, Mails, &c., during same period.

HEADS OF EXPENDITURE.	MILES run with Pas- senger Trains.	MILES run with Ton- nage Trains.	TOTAL MILES run by Locomotives.	NUMBER Passengers car- ried one mile.	COST per Passenger per mile.	TOTAL cost of convey ing Passengers.	NUMBER of Tons carri- ed one mile.	COST per Ton per mile.	TOTAL cost of transporting Tonnage.	Aggregate cost of working the Road.
MOTIVE POWER, by Steam,—including repairs and renewals of Locomotives, and Tenders, (\$35,941-04,)—Fuel, (\$33,547-02)—Oil, (\$3,989-24,)—Cotton Waste, (\$410-30,)—and Wages of Enginemen and Firemen \$22,019-09.) MOTIVE POWER, by Horses, in Streets of Baltimore,		363,491	509,765	5,992,455 70,000	0.459 cts	\$27,533 83 *7,695 64	7,034,310 75,000	0.972 cts	\$68,402 86 *9,575 58	\$95,936 69 17,271 22
TOTALS and AVERAGES OF MOTIVE POWER, REPAIRS OF RAILWAY, OF BRIDGES, OF DEPOTS, OF WATER STATIONS, PUMPING WATER, WATCHING BRIDGES, REPAIRS and RENEWALS of CARS, TRANSPORTATION DEPARTMENT,—including salaries of Superintendent,	146,274	363,491	509,765	6,062,455	0.581 .391 .030 .022 .004 .008 .011	35,229 47 23,677 22 1,793 19 1,303 24 259 44 501 07 762 18 7,858 68	7,109,310	1.097 .828 .063 .046 .009 .018 .027 .268	77,978 44 58,821 83 4,454 87 3,237 69 644 54 1,244 84 1,893 52 19,062 98	903 98 1,745 91 2,655 70
Agents and Clerks, (\$8,689 75,)—Conductors and Brakemen, of Passenger Trains, (\$3,577 56,)—of Tonnage Trains, (\$5,534 26,)—Labor at Depots, \$7,229 77,)—Oil for Cars, (\$2,802 13,)—and Contingencies (\$4,794 10.)  GENERAL EXPENSES,—including Salaries of President, Secretary and Clerks in Secretary's Office, Taxes, Insurance, &c.	Sec	•			.170 .075	10,326 58 4,535 44		.311	22,300 99 11,267 51	32,627 57 15,802 95
	146,274	363,491	509,765	6,062,455	1.422	\$86,246 51	7,109,310	2.826	\$200,907 21	\$287,153 79

**\$279,401** 55

-	RECEIPTS AND EXPENSES.
	C D

Surplus revenue as shown by the Secretary's statement (B<sub>2</sub>)

Received for Transportation of Passengers,  Tonnage,  U. S. Mails,  use of road to Relay House by Passengers of Washington Branch,  Tonnage and Mails,  Tolls from Harper's Ferry Bridge,  use of Cars on Winchester and Potomac Rail Road,	\$204,939 79 281,620 15 41,235 11 27,093 73 14,910 86 1,348 64 4,086 80
" total receipts from all sources of Revenue,  Expended for Transportation of Pass, and Mails.  "Tonnage,  "Tonnage,	\$575,235 08 \$86,246 51 200,907 21 287,153 72
Nett revenue,	<b>\$28</b> 9,081 <b>36</b>
For construction of Engine House at H. Ferry, Improvement, Mount Clare Depot, Right of Way, (Reconstruction,) Infingement of Patent Right (use of Spark arrester,) Water Right, Increase in duplicate parts and materials, (repairs Locomotives,) """ (repairs Passenger Cars,) """ (repairs Burden Cars,) Increase in stock of Fuel,	\$1,508 14 - 85 49 471 70 - 829 56 100 00 - 2,363 35 838 95 - 982 62 1,500 00
increase in stock of 1 dei,	8,679 81

## REMARKS.

Besides the Tonnage for which the Company have received pay, there has been hauled, of Materials for Repairs of Road and Bridges, and of Fuel for Locomotives, &c. equivalent to 1,075,007 Tons one mile; which amount, if added to the 7,034,310 Tons hauled one mile by steam, as above stated, and their sum divided by the number of miles run by Freight Trains, would show the average nett load of each Engine with Tonnage, to have been about 22½

The average Number of Passengers to each train, has been 41.

" " charge for Passengers, 3.380 cents per mile.

" " Tonnage, 3.962 " "

" cost for Repairs of Locomotives and Tenders, 7.050 cents per mile, for each mile run by them with

For the purpose of more easy comparison with the working of other roads not subject to the expense of horse power, it may be stated that after deducting the expense of horse power in the streets of Baltimore, the cost per mile of run-

ning the trains has been 52 8-10 cents; and that including the horse power, it has been 56½ cents.

The expenditures common to both Passenger and Burden Trains, have been divided in the proportions of the num-

ber of miles run by the Locomotives with Trains of each description.

Engineer of Machinery and Repairs.

<sup>\*</sup>These expenditures include the cost of conveying Passengers and Tonnage for the Washington Branch Road, through the streets of Baltimore.